

## **2. Overlake Neighborhood Plan Alternatives**

The proposed ONP update, together with other sections of the City of Redmond Comprehensive Plan, is designed to guide development in the Overlake Neighborhood through 2030. The ONP update consists of vision statements, policies, and development standards. The environmental impact analysis of the ONP update is in Chapter 3 and includes analysis of the proposed policies, development regulations, and proposed Overlake Master Plan and Implementation Strategy, which are contained in **Appendices A, B, and C**, respectively.

### **2.1 Existing Neighborhood Vision**

The 1999 updates to the ONP established the long-term vision for the neighborhood. That vision calls for the Employment Area to continue to serve as a major corporate, advanced technology, and compatible manufacturing hub for Redmond and the central Puget Sound region. It will maintain its campus-like feel, with significant trees and tree stands, and buildings that are primarily mid-rise (up to 5 to 6 stories) in height.

The existing plan envisions Overlake Village to evolve to include a greater mix and density of uses as part of mid-rise (5- to 6- story) developments. The vision calls for this area to provide attractive places to live close to shopping, restaurants, employment, services, frequent transit service and other amenities.

The residential areas, generally located in the northeastern portion of the neighborhood, will continue as attractive and well maintained neighborhoods, with little cut-through traffic. Neighborhood parks serve these areas.

Existing and future development throughout the neighborhood is to be served through improved mobility choices, including convenient transit, walkways and bikeways, and improved roadway connections.

### **2.2 2030 Alternatives**

The alternatives considered in this SEIS describe alternative ways to achieve the adopted vision by 2030 and differ in large by relating higher levels of public action and investment in improvements such as parks, stormwater management facilities and transportation to higher levels of development, and vice versa. The alternatives build upon themes resulting from a public design workshop held in May 2006, as well as on the area's existing strengths, including active retailers and businesses, and proximity to employment centers and residential neighborhoods. The alternatives include concepts related to land use character and amount; transportation; parks, open space, and recreation; and stormwater and the natural environment.

The alternatives were developed by analyzing residential market and economic conditions for the area, regional economic forecasts, existing land use and ownership patterns, the availability of

vacant or underutilized land, development capacity under existing and alternative zoning scenarios, transportation conditions and potential improvements, and other considerations. Input on the alternatives was sought from the public, including people who own or manage property in the area, employees, residents, the Greater Redmond Chamber of Commerce, and members of Redmond's boards and commissions.

Three alternatives were initially developed for 2030: Existing Patterns, Moderate and Ambitious. Based on public comment and further analysis, City staff recommended and the Redmond Planning Commission and City Council supported analyzing two alternatives in the SEIS: No Action and Action. The Action Alternative is a modification of the Ambitious Alternative, based on public comment and evaluation. Council and Commission's endorsement of the modified Ambitious Alternative as the Action Alternative was based on: 1) public feedback; 2) the results of transportation modeling and other evaluations completed to date; 3) interest in further pursuing concepts that are in this alternative; and, 4) an interest in carrying forward for further evaluation the most inclusive alternative.

### **2.2.1 No Action Alternative: Key Features**

The No Action Alternative maintains the existing zoning adopted in the 1999 update of the ONP and includes only transportation projects contained in the City's 6-year Capital Improvements Plan (CIP). These assumptions represent the expected conditions in the year 2030 unless further action is taken by the City.

This alternative anticipates that in Overlake Village, a few sites would likely redevelop by 2030. While these redevelopments would create a larger mix of uses in this area, including residences, a large portion of the area would retain its single-story, auto-oriented, strip mall character. This alternative assumes City investment in streetscape improvements along 152<sup>nd</sup> Avenue NE, while concentrating those improvements along the northern stretch of this corridor in coordination with anticipated redevelopment. The street section of 152<sup>nd</sup> Avenue NE would be reduced from its current configuration to one lane of traffic in each direction, on-street parking, and a 12' sidewalk, including a 4' planting strip or furniture zone. Parks and open spaces would be limited and most likely privately developed. Stormwater management would be handled on a site-by-site basis. Figure 2-1 illustrates the land use concepts associated with this alternative.

In the Employment Area, under- or undeveloped sites could develop or redevelop up to their existing zoning capacity. A higher total for commercial floor area is used than the current Comprehensive Plan target for Overlake of 15.4 million square feet because that target is constrained by the BROTS agreement which, if no action were taken by the City, would expire in 2012. Figure 2-2 illustrates potential commercial growth by 2030 under this alternative in each Transportation Analysis Zone (TAZ) in Overlake. The largest amount of commercial growth under No Action would occur in TAZ 381, while other TAZs within the Employment Area and Overlake Village would grow moderately.

The largest amount of residential growth under No Action would occur in TAZs 373 and 374 in Overlake Village, while the number of residential dwellings in other TAZs within the Residential Area and the Employment Area would increase at a low to moderate amount. In the Residential Area, development of remaining vacant and underutilized lots would likely occur and in the

Employment Area, some multi-family residences are envisioned to be added. Figure 2-3 illustrates potential residential growth by 2030 under this alternative in each TAZ in Overlake.

Table 2-1 shows the No Action Alternative land use projection that was used in transportation modeling.

**Table 2-1:  
Overlake No Action Alternative Land Use Estimate for Year 2030**

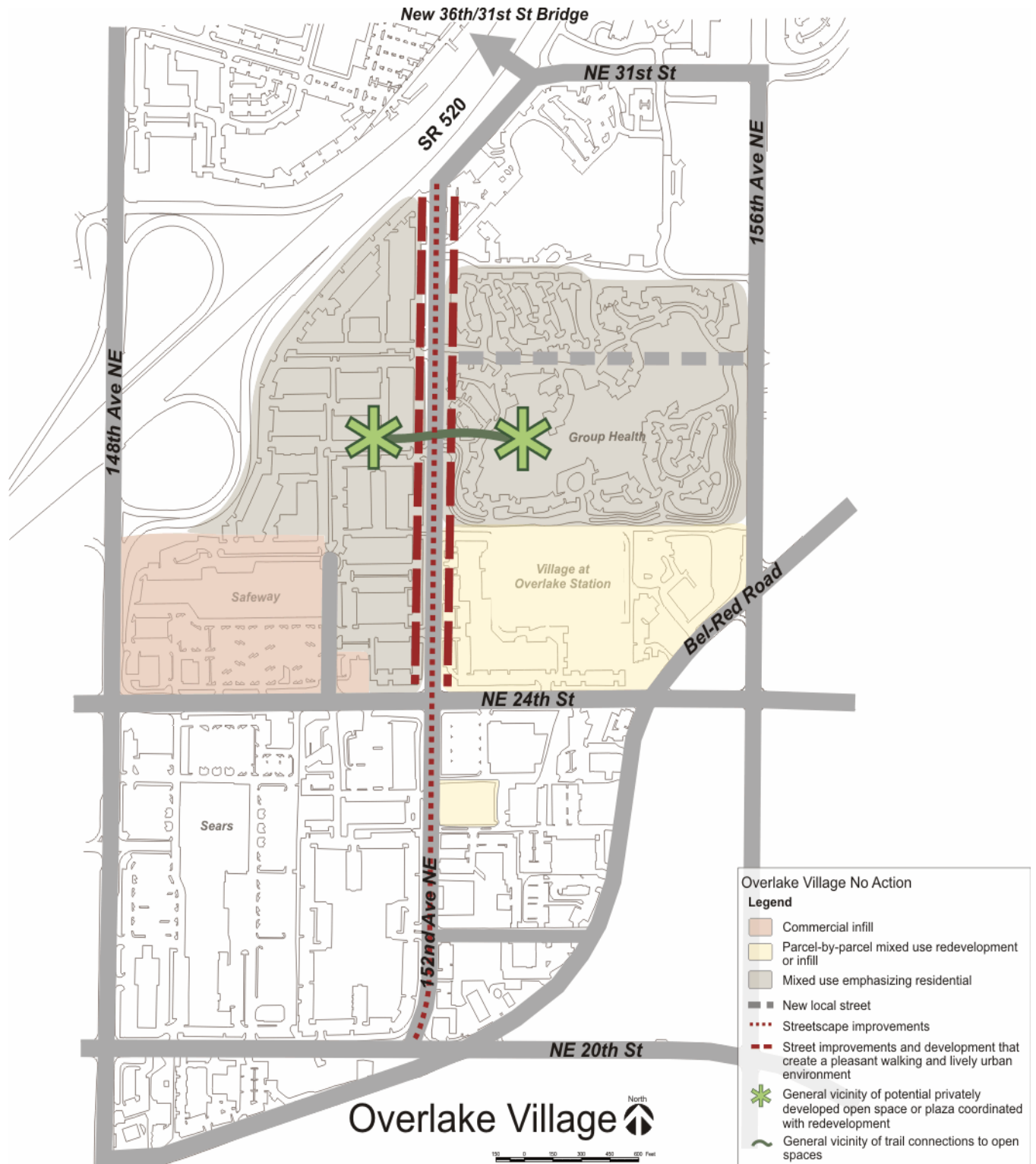
Multi-Family (dwellings)	Single Family (dwellings)	Total Residential (dwellings)	Office (sq. ft.)	Retail (sq. ft.)	Industrial (sq. ft.)	Total Non- Residential (sq. ft.)
3,890	1,365	5,255	14,182,000	1,099,612	1,130,898	16,412,510

Figure 2-4 shows the location of transportation projects included in the No Action Alternative. A total of fourteen projects are included:

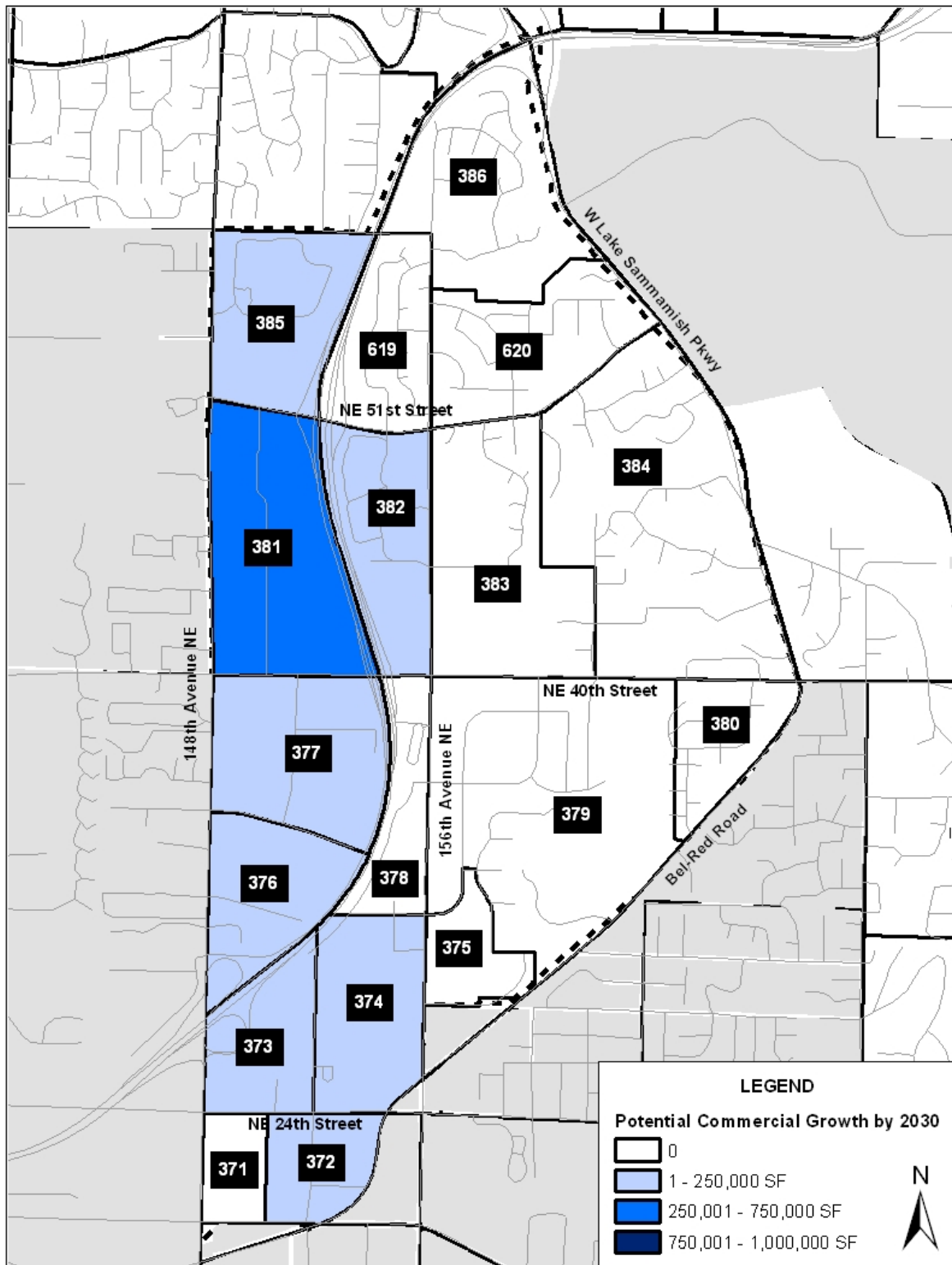
- Nine intersection widenings;
- One new access point on Bellevue-Redmond Road;
- One new signal at 150<sup>th</sup> Avenue NE and NE 51<sup>st</sup> Street;
- A new overcrossing of SR 520 connecting NE 36<sup>th</sup> and NE 31<sup>st</sup> Streets;
- Pedestrian crossing improvements on NE 40<sup>th</sup> Street between the SR 520 on- and off-ramps; and,
- Signal and pavement markings where the SR 520 bike trail crosses NE 51<sup>st</sup> and NE 40<sup>th</sup> Streets.

The No Action Alternative is designed to present a baseline for impacts likely to occur if the ONP and BROTS are not updated.

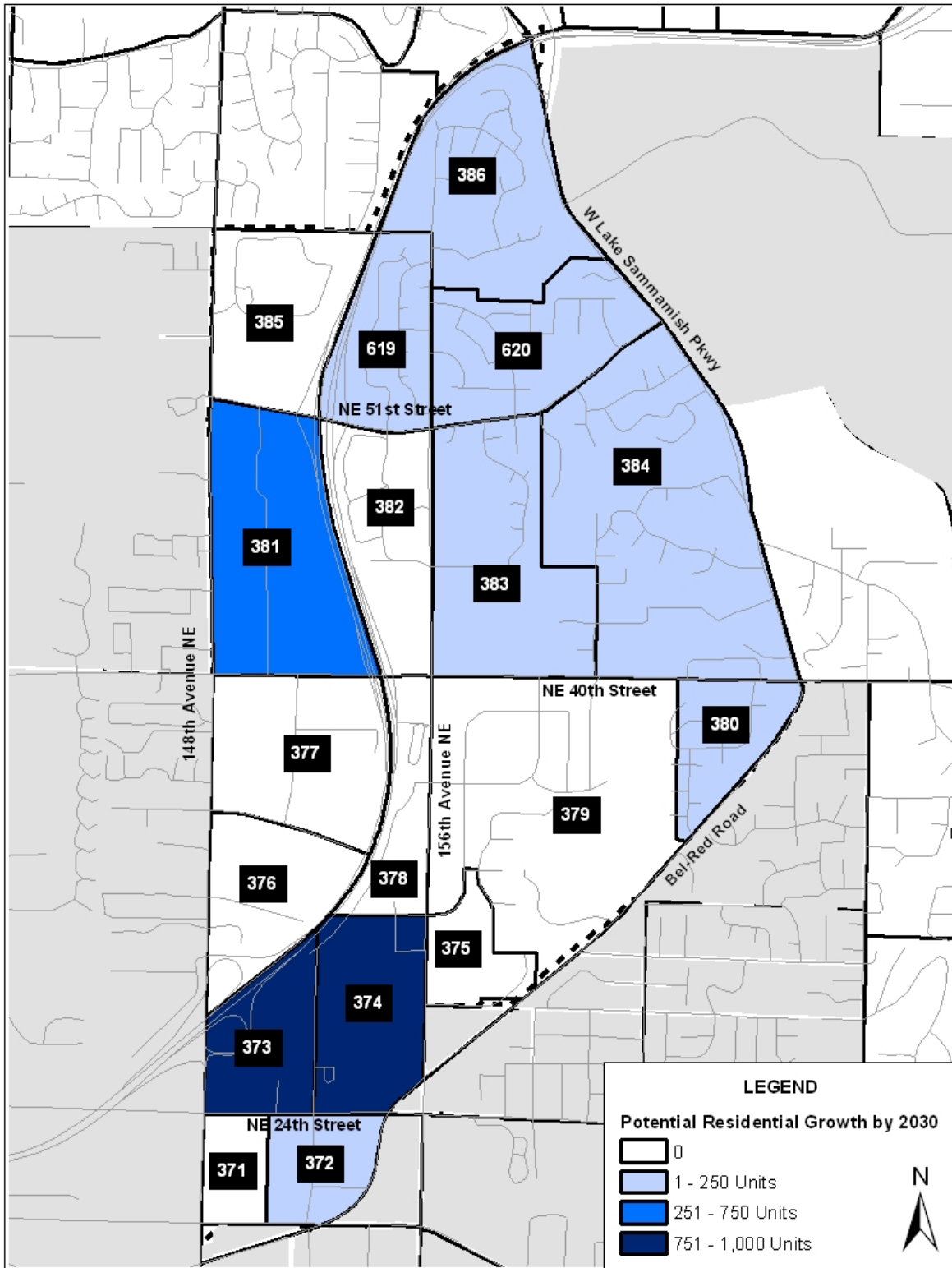
**Figure 2-1:  
No Action Alternative – Overlake Village**



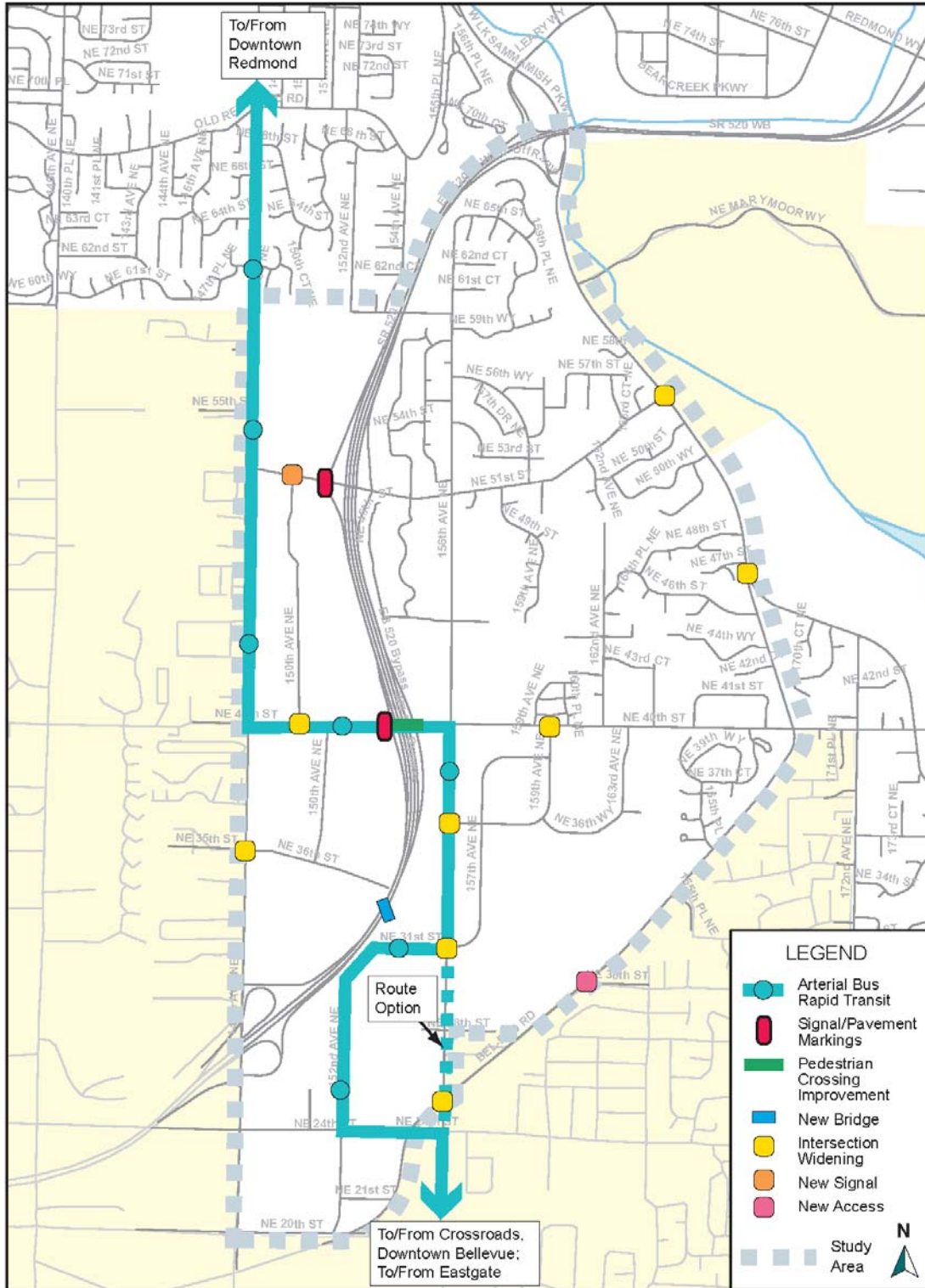
**Figure 2-2:  
No Action Potential Commercial Growth by Transportation Analysis Zone**



**Figure 2-3:  
No Action Potential Residential Growth by Transportation Analysis Zone**



**Figure 2-4:  
No Action Alternative Transportation Projects**



### **2.2.2 Action Alternative: Key Features**

The Action Alternative is based on the premise that higher levels of action and investment by the City of Redmond and other public entities could support and encourage higher levels of private action and investment, and vice versa. Under this alternative, a large number of investments are proposed to improve transportation mobility and access to and within the Overlake neighborhood. This includes Sound Transit extension of LRT and development of two stations in Overlake, one in the vicinity of NE 24<sup>th</sup> Street and 152<sup>nd</sup> Avenue NE and one near NE 40<sup>th</sup> Street—this project is currently in the early stages of design and environmental review by Sound Transit. In Overlake Village, this alternative includes streetscape improvements along major corridors and creation of a system of parks and open spaces, including two regional stormwater management facilities.

This alternative anticipates that in Overlake Village, most properties would redevelop by 2030. Mixed use developments with a residential focus would be located primarily to the north of NE 24<sup>th</sup> Street, with some similar development in the southeast corner of the intersection of NE 24<sup>th</sup> Street and 152<sup>nd</sup> Avenue NE. Redevelopment in the southwest quadrant of the area would have more of a regional retail focus with some residential opportunities. The area would evolve to become a true urban residential/mixed use neighborhood. Figure 2-5 illustrates land use concepts associated with this alternative.

A true park and open space system would develop in Overlake Village, with trails linking up to seven different sites. The anchor of this system would be a larger public park developed in the vicinity of the Group Health property which would provide significant opportunities for community gathering. Three smaller parks would provide opportunities for residents, employees, and visitors to recreate. A retail plaza in the vicinity of the Sears property would provide an active public space near shopping. Also in the vicinity of the Sears site, a regional stormwater management facility integrated into open space would provide a green space for the community. The final site within this system would be a more traditional regional stormwater management pond in the vicinity of SR 520, north of Safeway.

While the base building height allowed by zoning would be up to 5 stories, the Action Alternative includes the concept of allowing increases in building height and a small increase in residential or commercial floor area within the Overlake Village on an incentive basis for developer provision of bonus features that implement neighborhood goals such as public amenities, housing, retention of small local businesses, and environmental sustainability. The Action Alternative proposes allowing the addition of up to 3 floors above the base height, for a total maximum of 8 floors, for provision of up to 3 of these bonus features. The Action Alternative also retains an existing zoning provision that allows developers to purchase transfer of development rights (TDR) to add up to one additional floor of building height and an increase in commercial floor area.

The Action Alternative also proposes for consideration allowing building height up to a total of 9 floors within the Overlake Village, an increase in the residential floor area ratio (from 2.5 to 4), and an increase in the commercial floor area ratio (from .36 to .55) for provision of significant community features, including dedication of 2 to 4 acres of land for a regional stormwater management facility. The Overlake Design District zoning, which applies only to the Group



Health site, would allow commercial buildings as tall as 9 stories and residential or hotel buildings as tall as 12 stories in return for the provision of a number of significant amenities, including a major urban park roughly 2.5 acres in size.

In the Employment Area, more sites would redevelop than under the No Action Alternative as increases in zoning are phased in over time. Total commercial development throughout the neighborhood could reach nearly 20 million square feet. Figure 2-6 illustrates potential commercial growth by 2030 under this alternative in each Transportation Analysis Zone (TAZ) in Overlake. The largest amount of commercial growth under the Action Alternative would be anticipated in TAZs 379 and 381, while the amount of commercial growth in other TAZs within the Employment Area and Overlake Village would be less but still significant.

This alternative envisions a potential increase to the allowed commercial floor area ratio in the Employment Area. The Action Alternative envisions that this increase would be phased, linking such increases to improvements to regional transportation facilities or services that facilitate the movement of people and goods through the area, progress on achieving the Overlake mode-split goal, or increased opportunities for employees to live in the neighborhood.

The most significant amount of residential growth under the Action Alternative would be anticipated in TAZs 373 and 374 in Overlake Village. The amount of residential growth in other TAZs within Overlake Village and the Employment Area would be more moderate. In the Residential Area, development of remaining vacant and underutilized lots would likely occur. Figure 2-7 illustrates potential residential growth by 2030 under this alternative in each TAZ in Overlake.

Table 2-2 shows the Action Alternative land use projection that was used in developing the transportation network.

**Table 2-2:  
Overlake Action Alternative Land Use Estimate for Year 2030**

Multi-Family (dwellings)	Single Family (dwellings)	Total Residential (dwellings)	Office (sq. ft.)	Retail (sq. ft.)	Industrial (sq. ft.)	Total Non-Residential (sq. ft.)
7,383	1,365	8,748	18,774,652	1,201,479	0	19,976,131

The transportation projects included in the Action Alternative include all of the transportation projects in the No Action Alternative or replacements of those projects, as well as other projects developed to address transportation needs in the neighborhood. The list of recommended projects was based on deficiencies indicated by transportation analysis, as well as public outreach. The list includes a significant number of improvements for non-motorized travel as well as projects to improve transit service and the roadway network. Figures 2-8 through 2-10 show the non-motorized, transit, and roadway projects included with this alternative.

Significant investments would be made to the pedestrian and bicycle environments throughout the Overlake Neighborhood. These investments, shown in Figure 2-8, include:

- Completing sidewalks and bicycle lanes where missing;
- Developing urban pathways along 156<sup>th</sup> and 148<sup>th</sup> Avenues NE and NE 40<sup>th</sup> Street as an efficient and cost-effective way to meet pedestrian and bicycle standards;
- Installing pedestrian crossings with signals or in-pavement lights where necessary;
- Grade separating the SR 520 bike trail at the intersections of NE 51<sup>st</sup> and NE 40<sup>th</sup> Streets and 148<sup>th</sup> Avenue NE; and,
- Constructing pedestrian overpasses as necessary on 148<sup>th</sup> Avenue NE and SR 520.

A significant number of transit projects are identified in the Action Alternative to improve transportation options for neighborhood residents, employees and visitors. These projects, shown in Figure 2-9, include:

- Sound Transit LRT service with stations located in the vicinity of NE 24<sup>th</sup> Street and near the existing Overlake Transit Center at NE 40<sup>th</sup> Street, with alignments through Overlake Village along 152<sup>nd</sup> Avenue NE from either NE 20<sup>th</sup> or 24<sup>th</sup> Streets or behind Safeway and then using the SR 520 right-of-way from Overlake Village to the Employment Area and beyond;
- Two King County Metro bus rapid transit (BRT) services, one from Downtown Redmond to Overlake, Crossroads, and Downtown Bellevue and another from Overlake Transit Center to Eastgate;
- Improved Sound Transit, King County Metro, or Community Transit (Snohomish County) peak period bus service to Lynnwood/Canyon Park, Issaquah/Sammamish, and North Seattle;
- Transit signal priority at nine intersections; and,
- Queue bypass lanes at four intersections.

Roadway projects in the Action Alternative are focused on managing the existing network so that it functions more efficiently, and expanding the street grid in the Overlake Village area. These projects, shown in Figure 2-10, include:

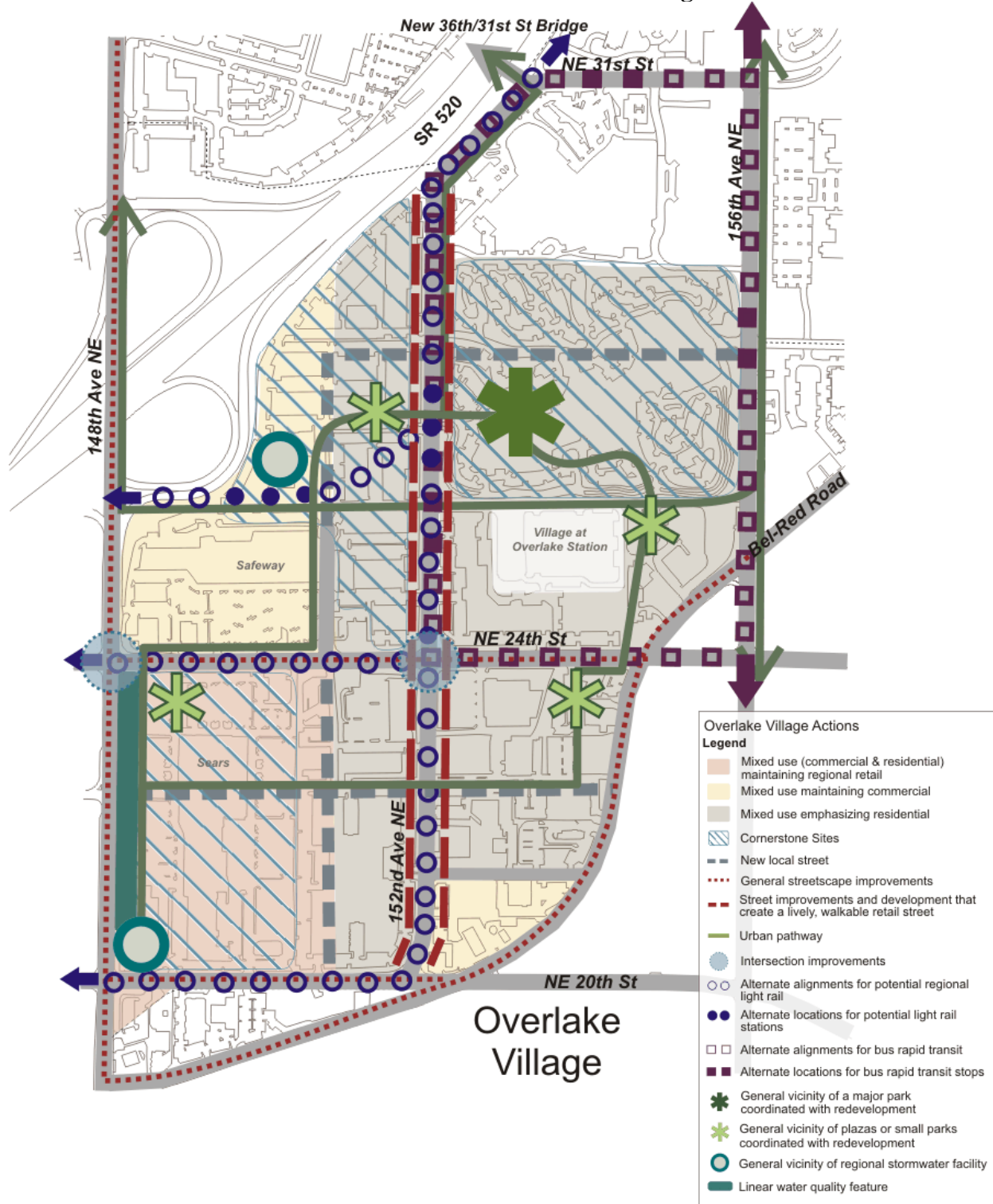
- Twelve intersection improvements, including widenings;
- Two new signals, one each at NE 30<sup>th</sup> Street and Bellevue-Redmond Road, and NE 51<sup>st</sup> Street and 150<sup>th</sup> Avenue NE;
- Roadway widenings along portions of West Lake Sammamish Parkway and Bellevue-Redmond Road;

- Access management along NE 24<sup>th</sup> Street and 148<sup>th</sup> Avenue NE;
- Three projects to coordinate with Washington State Department of Transportation (WSDOT) and other stakeholders to improve SR 520 from the I-405 interchange to SR 202;
- A new overcrossing of SR 520 connecting NE 36<sup>th</sup> and NE 31<sup>st</sup> Streets;
- An extension of 150<sup>th</sup> Avenue NE north to provide access to the Microsoft Red-West campus;
- A slip ramp from eastbound SR 520 to 152<sup>nd</sup> Avenue NE; and,
- Three new street connections in Overlake Village, including NE 28<sup>th</sup> Street, NE 23<sup>rd</sup> Street, and an extension of the existing 151<sup>st</sup> Avenue NE.

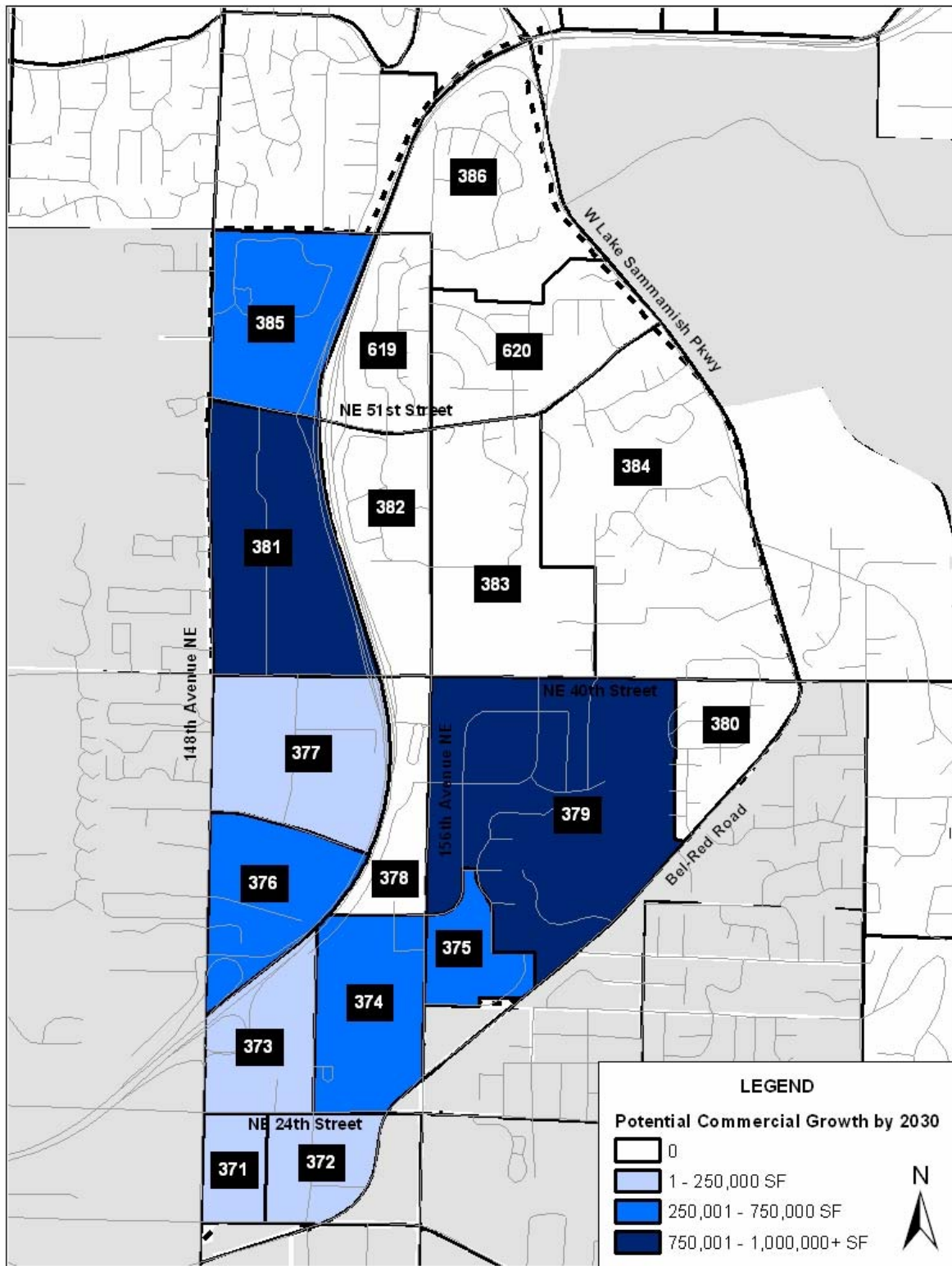
As transportation options improve in Overlake, additional transportation demand and parking management actions will be implemented. The possible actions included in the Action Alternative are:

- Create a residential parking permit program in residential areas bordering the Employment Area, as needed;
- Further refine parking standards by use;
- Refine credits for mixed use developments that offer shared parking;
- Maintain the maximum parking standard for office uses at 3.0 per 1,000 square feet;
- Reduce parking requirements for developments near transit facilities;
- Eliminate minimum parking standards;
- Create paid on-street parking with 2-hour time limits;
- Create incentives to reduce or eliminate free employee parking; and,
- Encourage methods that recognize the cost of providing parking, including separating office and parking space costs in leases.

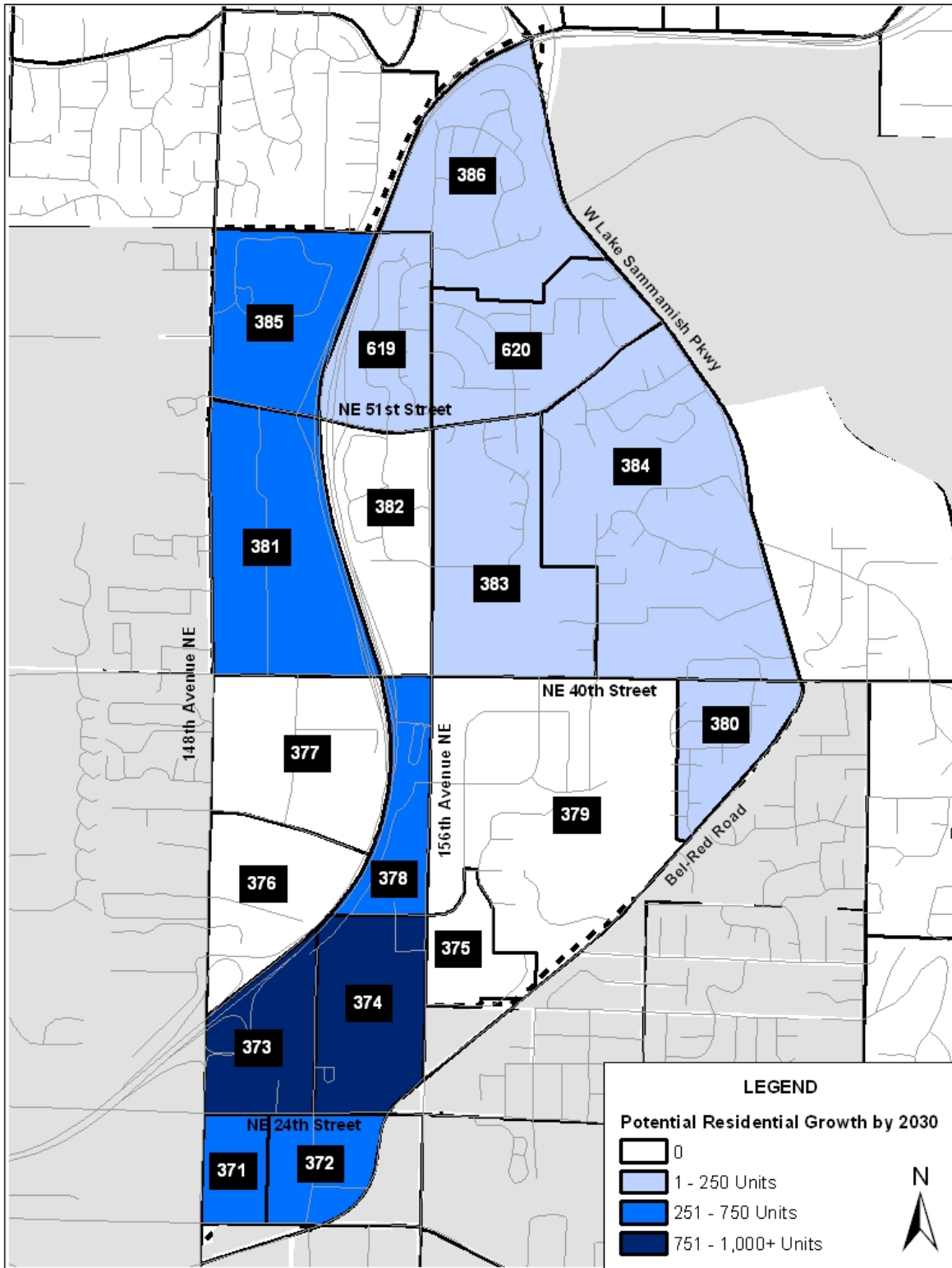
**Figure 2-5:  
Action Alternative - Overlake Village**



**Figure 2-6:  
Action Potential Commercial Growth by Transportation Analysis Zone**

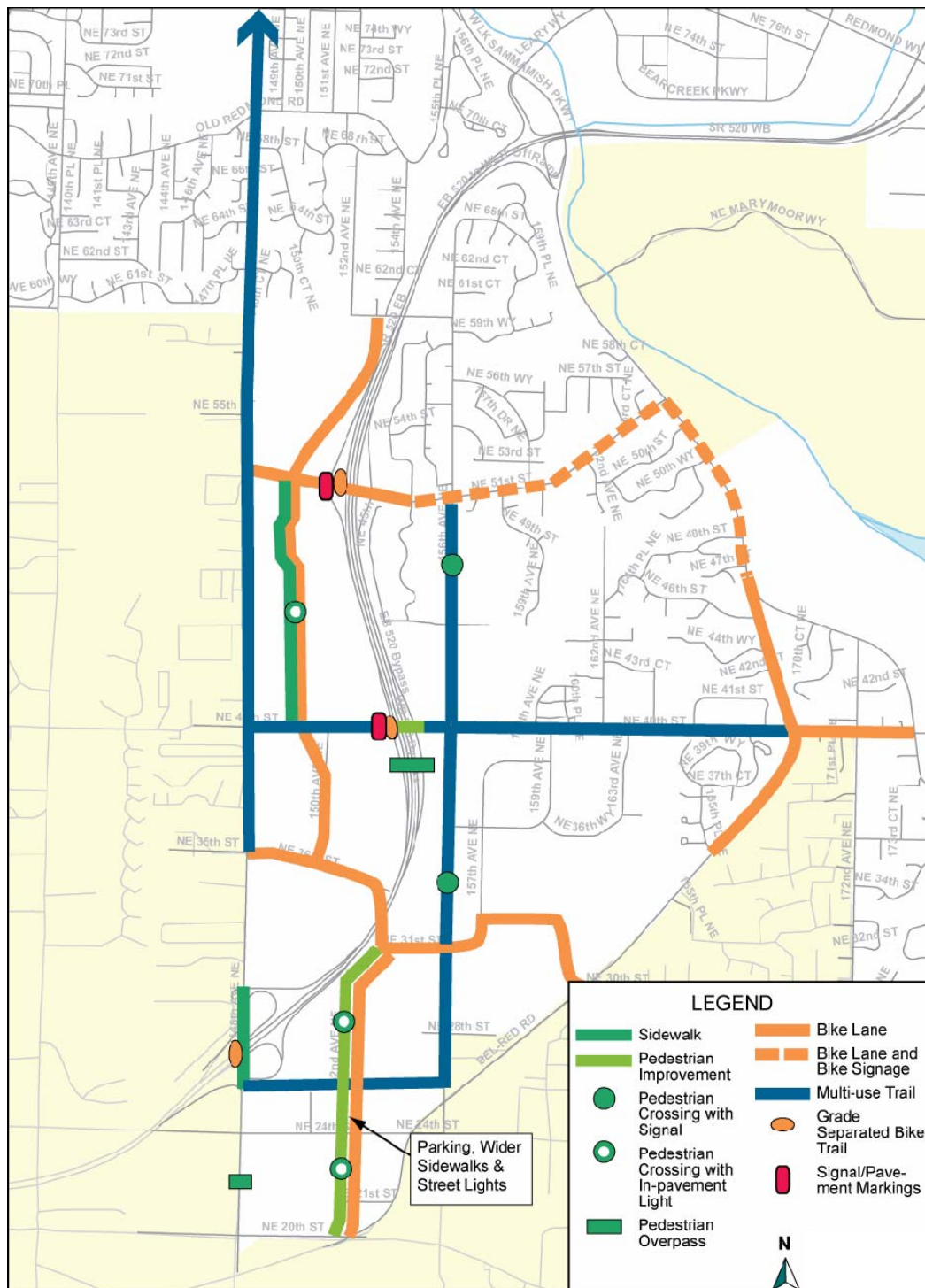


**Figure 2-7:  
Action Potential Residential Growth by Transportation Analysis Zone**

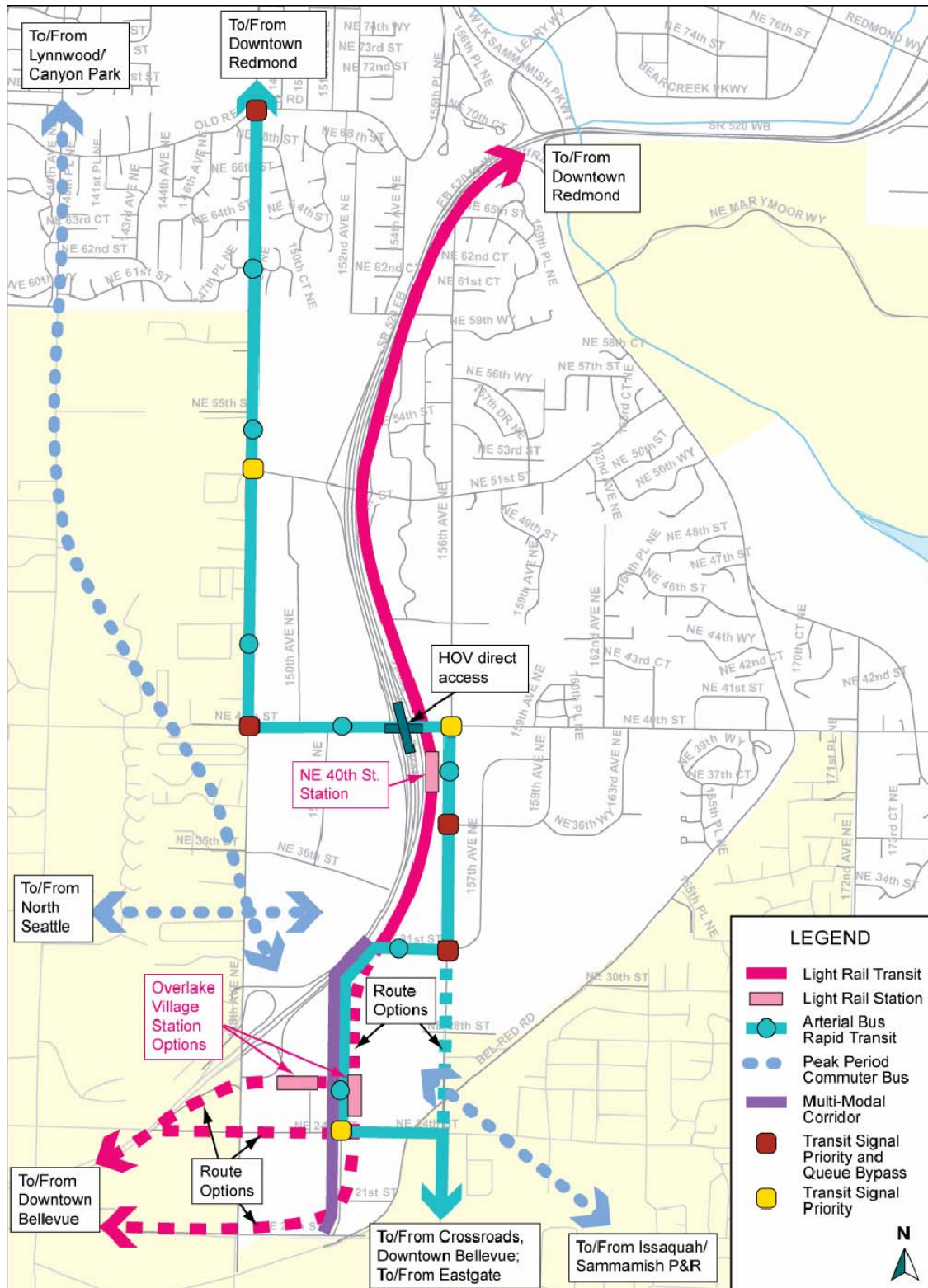




**Figure 2-8:  
Action Alternative Non-Motorized Transportation Projects**

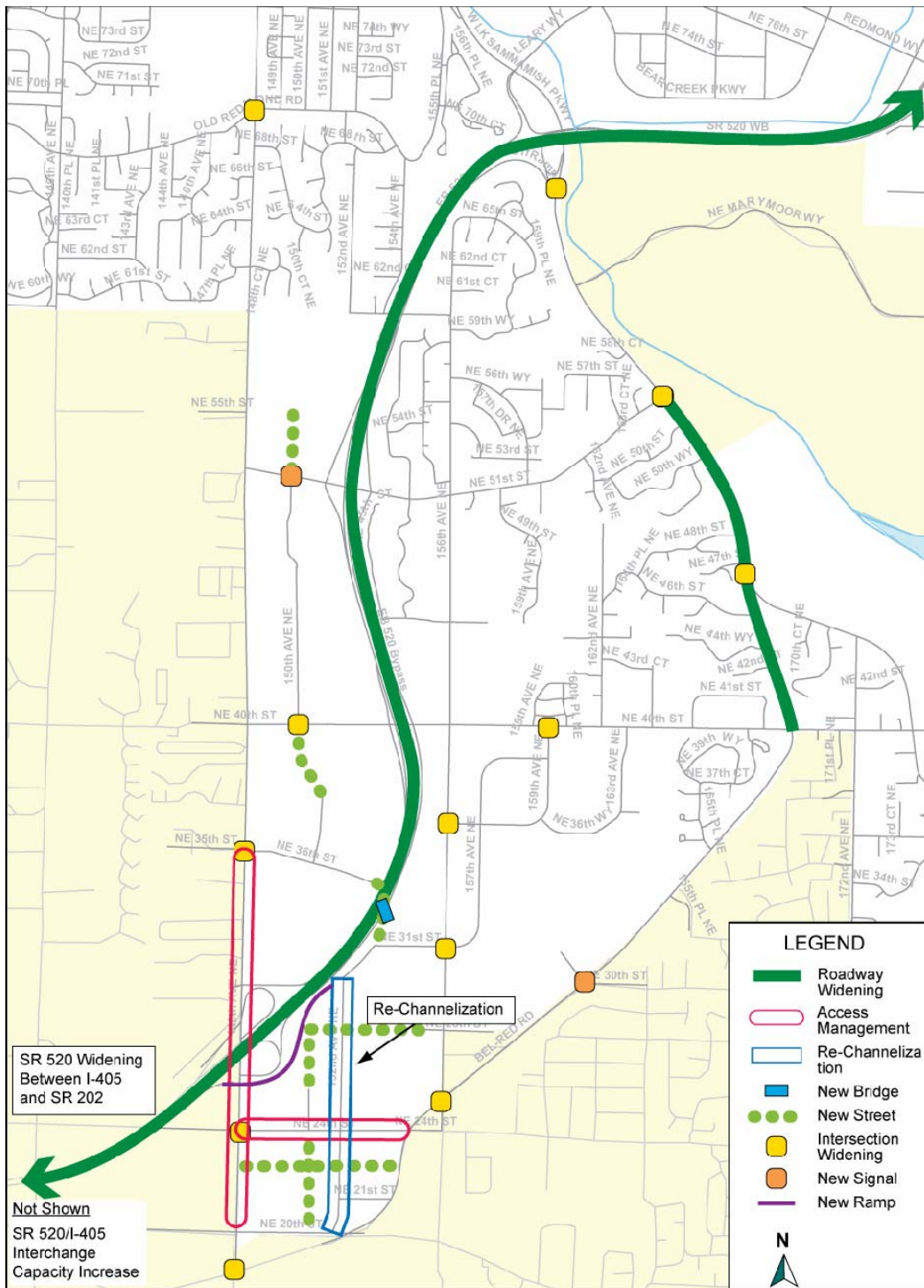


**Figure 2-9:  
Action Alternative Transit Projects**





**Figure 2-10:  
Action Alternative Roadway Projects**



### 2.2.3 Alternatives Considered but Rejected

A third alternative, Moderate 2030 was considered but not carried forward for further evaluation in the SEIS. Like the Action (Ambitious) Alternative described above, the Moderate 2030 Alternative related higher levels of public action and investment to higher levels of private action and investment, although to a lesser degree than the Ambitious 2030 Alternative. Fewer streetscape improvements and investments in a park and open space system would be made, and fewer sites within Overlake Village would redevelop.

Table 2-3 shows the land use projection for this alternative.

**Table 2-3:  
Overlake Moderate 2030 Alternative Land Use Estimate**

Multi-Family (dwellings)	Single Family (dwellings)	Total Residential (dwellings)	Office (sq. ft.)	Retail (sq. ft.)	Industrial (sq. ft.)	Total Non- Residential (sq. ft.)
5,119	1,365	6,484	16,819,784	1,278,647	0	18,098,431

The Moderate 2030 Alternative was supported in whole by only 14 percent of respondents at and following the November Open House. An additional 21 percent of respondents supported a combination of the Moderate 2030 and Ambitious 2030 Alternatives. A total of 62 percent of respondents supported the Ambitious 2030 Alternative. Revisions were made to the Ambitious 2030 Alternative based on public comment and evaluations which resulted in the Action Alternative discussed in this document.